

**National Transportation Safety Board  
Washington, DC 20594**

**Brief of Accident**

**Adopted 09/30/2003**

DEN03LA007 File No. 13958	10/14/2002	Englewood, CO	Aircraft Reg No. N8084D	Time (Local): 15:20 MDT		
Make/Model:	Mooney / M20J			Fatal	Serious	Minor/None
Engine Make/Model:	Lycoming / IO 360		Crew	0	0	1
Aircraft Damage:	Substantial		Pass	0	0	1
Number of Engines:	1					
Operating Certificate(s):	None					
Type of Flight Operation:	Personal					
Reg. Flight Conducted Under:	Part 91: General Aviation					
Last Depart. Point: Montrose , CO			Condition of Light: Day			
Destination: Same as Accident/Incident Location			Weather Info Src: Weather Observation Facility			
Airport Proximity: On Airport			Basic Weather: Visual Conditions			
Airport Name: CENTENNIAL			Lowest Ceiling: None			
Runway Identification: 28			Visibility: 10.00 SM			
Runway Length/Width (Ft): 4904 / 62			Wind Dir/Speed: 060 / 007 Kts			
Runway Surface: Asphalt			Temperature (°C): 15			
Runway Surface Condition: Dry			Precip/Obscuration: None / None			
Pilot-in-Command	Age: 53		Flight Time (Hours)			
Certificate(s)/Rating(s)			Total All Aircraft: 575			
Private; Single-engine Land			Last 90 Days: 62			
Instrument Ratings			Total Make/Model: 530			
None			Total Instrument Time: 9			

The pilot said that when he put the landing gear down, everything "sounded and felt normal," but he had an unsafe gear indication. He made a pass over the airport, and tower personnel indicated that all three landing gear appeared to be down and locked. The pilot requested that a Mooney mechanic also confirm the position of the gear. After working with a mechanic to manually lock the gear into place, the mechanic stated that the gear did appear to be down and locked, and that most often the problem was with the indicator rather than the gear itself. Although the unsafe light was still illuminated, the pilot decided to land. During the landing roll, the gear collapsed and the airplane exited the south side of runway 28 into the dirt. According to the pilot's accident report, the reason for the collapse of the landing gear had not been determined.

Brief of Accident (Continued)

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Occurrence #1: COMPLETE GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

Findings

1. LANDING GEAR,GEAR LOCKING MECHANISM - NOT ENGAGED
2. (C) REASON FOR OCCURRENCE UNDETERMINED

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident as follows.  
the complete collapse of the landing gear, during landing roll, for undetermined reasons.